



WEST OAKLAND community-based transportation plan EXECUTIVE SUMMARY



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prepared for

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY



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SECTION 1: EXECUTIVE SUMMARY

Introduction

The West Oakland Community-Based Transportation Plan (CBTP) is the result of technical analysis and a series of community meetings and surveys conducted in 2005-2006 to identify transportation solutions to improve mobility in West Oakland. The Plan was designed to address the findings of the Metropolitan Transportation Commission's (MTC) *2001 Lifeline Transportation Network Report* and MTC's *Environmental Justice Report for the 2001 Regional Transportation Plan*. Both reports identified the need to support local planning efforts in low-income communities throughout the region. MTC funded the West Oakland Community-Based Transportation Plan as one of four projects in Alameda County.

Overview of Approach

The grass-roots approach identified barriers to mobility—problems in reaching grocery stores, schools, jobs, medical services and other key destinations—and designed local solutions to these barriers. The planning process also worked to link community organizations with transportation funding agencies and transportation planners on an on-going basis.

The project development approach built on previous transportation plans and studies in West Oakland. The project team worked closely with the West Oakland Project Area Committee (WOPAC), numerous West Oakland community organizations, paid McClymonds High School student interns, and a Technical Advisory Committee (TAC) composed of local transportation agency representatives. These groups provided important input on community outreach, project design and implementation strategies. The roles, composition and purpose of these groups are explained in Section 2 of the West Oakland CBTP.

Overview of Process

The West Oakland CBTP was created in four key phases that were conducted from November 2005 through April 2006.

1. Existing Plan Review (November 2005)

The MIG Team reviewed previous planning efforts in West Oakland to identify strategies that had strong community support but had not yet been fully implemented. For example, the ACORN-Prescott Neighborhood Transportation Plan (1998) made a series of *detailed* recommendations for improved AC Transit services, a proposed community shuttle service and streetscape/pedestrian improvements. Similarly, the West Oakland Redevelopment Project Implementation Plan (2003) called for new bike lanes, eliminating truck traffic on neighborhood streets, a 24-hour non-polluting shuttle service, traffic calming projects to aid pedestrians, and other strategies. The West Oakland Environmental Indicators Project (2002) pointed towards high priority solutions with five indicators spotlighting air pollution, health risks, asthma rates, transit access/service and bikeable streets.

The MIG Team began the project identification process with these recommendations and those from other relevant transportation plans. A listing of specific existing plan recommendations is included in Section 3 of the West Oakland CBTP.

2. Community Outreach Survey and Discussions (December 2005 – January 2006)

With assistance from seven McClymonds High School student interns and community stakeholders, the MIG Team surveyed 620 West Oakland residents on their transportation needs and solutions. The list of possible solutions for the survey was based on the plan recommendations described above. In conjunction with the survey, discussions were held with community groups on needs and solutions.

While the limited Community-Based Transportation Plan budget precluded a truly random and statistically valid survey, the team obtained a broad sample of opinions at eighteen neighborhood locations including neighborhood meetings, schools, senior centers, shopping areas and the West Oakland Library.

Destination Needs

The top five destination needs identified through the survey were:

- Grocery stores
- Medical appointments
- Downtown Oakland
- Shopping
- K-12 schools

These top destination needs were *primarily* addressed through the following proposed projects in the CBTP:

- Improved AC Transit Bus Transit and/or new Community Shuttle
- Senior Shuttle Expansion
- Medical Service Access (taxi return)
- All pedestrian and bicycle facility improvement projects (6 separate projects)
- Cycles for Change
- Comprehensive Transportation/Land Use Plan

Transportation Needs

The top five transportation needs identified through the survey were:

- Better facilities for walking—sidewalks, street lighting, trees, etc.
- BART and bus tickets to be less expensive
- More bus service on weekends, at night and early in the morning
- More frequent daytime bus service
- Buying and operating a care to be less expensive (purchase, insurance, gas, maintenance, etc.)

These top transportation needs were *primarily* addressed through the following proposed projects in the CBTP:

- All pedestrian facility improvement projects (3 separate projects)
- Traffic Calming: Peralta Street

- Youth Transit Subsidies
- Improved AC Transit Bus Service and/or new Community Shuttle
- Subsidized Car Sharing
- BART Access Evening Shuttle
- Comprehensive Transportation/Land Use Plan

Solutions

The top five solutions identified through the survey were:

- Providing a neighborhood shuttle service
- Increasing AC Transit service in the evenings and on weekends
- Making walking more attractive through lighting, sidewalks, trees, etc.
- Increasing the number of bus stop benches, canopies and enclosures
- Reducing pollution from diesel emissions.

These top solutions were *primarily* addressed through the following proposed projects in the CBTP:

- Improved AC Transit Bus Transit and/or new Community Shuttle
- Senior Shuttle Expansion
- All pedestrian facility improvement projects (3 separate projects)
- Truck Services at Oakland Army Base
- Truck Route Enforcement and Education
- Diesel Truck Replacement
- Comprehensive Transportation/Land Use Plan

The outreach process is described Section 4 of the West Oakland CBTP and the complete survey results are included in Section 5.

3. Community Group Discussions (February – April 2006)

The MIG Team held a set of discussions on potential solutions with community groups, including the West Oakland Project Area Committee (WOPAC), the West Oakland Toxics Reduction Collaborative, the West Oakland Commerce Association, the Pacific Institute, the Environmental Indicators Project, and the Transportation Justice Working Group. These discussions helped to further focus the project's attention on solutions addressing:

- Truck traffic and emissions
- BART noise
- Inadequate bus services
- The cost of public transit
- The need to coordinate transportation planning with local land use decisions.

The proposed projects resulting from these meetings are described in Section 6 of the West Oakland CBTP.

4. Funding and Planning Agency Discussions (February – March 2006)

The MIG Team held a set of discussions on potential projects and funding sources with public agencies including the City of Oakland, BART, AC Transit, the Port of Oakland, the Metropolitan

Transportation Commission and the Alameda County Transportation Improvement Authority (ACTIA). These discussions included identifying projects already under consideration by public agencies that could meet specific needs identified by West Oakland residents in the Community-Based Transportation Plan. The information from these meetings on funding and project feasibility is included in Sections 5 and 6 of the West Oakland CBTP.

Project Scoring

All twenty-six proposed projects are eligible for future funding and implementation. Since the transportation needs of West Oakland residents are numerous and diverse, the project list proposes a wide range of possible solutions. The Community-Based Transportation Plan does *not* rank each project or pit one solution against another. Rather, the plan attempts to link each proposed project with reasonably available, potential funding sources and to outline implementation strategies that will eventually lead to *many* on-the-ground improvements. Each project has been assigned to a “tier” based on funding availability.

- **TIER ONE** projects can be directly linked to a specific, identified funding source available between 2006 and 2009 OR they can be primarily implemented through agency partnerships, advocacy or policies.
- **TIER TWO** projects are linked to a possible funding source after 2009. Tier Two projects can be moved to Tier One when a specific near-term funding source is identified.
- **TIER THREE** projects have no known funding source *and* are beyond estimated available funds.

List of Projects

Below is the list of 26 identified projects discussed in further detail in Section 6 of the West Oakland CBTP. The projects are organized into three tiers according to their funding feasibility. Under each tier, projects are clustered according to type or mode.

Project	Implementation Lead	Potential Funding Sources	Capital Cost	O&M Cost (operations & maintenance)
TIER ONE Projects (funding 2006-2009)				
Neighborhood Bus and Shuttle Services				
Improved AC Transit Bus Transit and/or new Community Shuttle. <i>NOTE: 8 AC Transit improvement projects and 1 community shuttle project were outlined in March and are summarized in Section 5 of the CBTP. The specific project(s) to be proposed for funding and implementation will be determined after further AC Transit/community organization meetings in April.</i>	AC Transit WOPAC	<ul style="list-style-type: none"> ▪ Lifeline Transportation Program (ACCMA and ACTIA) ▪ BAAQMD Transportation Fund for Clean Air ▪ BART Access fund ▪ City of Oakland 	\$\$ TBD after April-May meetings with AC (\$350K/vehicle as needed)	\$\$ TBD after April-May meetings with AC (\$100K-\$300K/year)

Project	Implementation Lead	Potential Funding Sources	Capital Cost	O&M Cost (operations & maintenance)
BART Access Evening Shuttle	TBD	<ul style="list-style-type: none"> BART Station Access Improvement Fund Air District's Transportation Fund for Clean Air (TFCA) Lifeline Transportation Program (ACCMA and ACTIA) 	\$0	\$120,000/year
Senior Shuttle Expansion	City of Oakland Bay Area Community Services (BACS)	<ul style="list-style-type: none"> Alameda County Transportation Improvement Authority (ACTIA) paratransit gap funding Lifeline Transportation Program (ACCMA, ACTIA) 	\$65,000	\$85,000/year
BART Noise and Parking				
BART Noise Study	WOPAC City of Oakland	<ul style="list-style-type: none"> Caltrans Environmental Justice grants 	\$50,000-\$100,000	\$0
BART Rail Grinding	WOPAC	<ul style="list-style-type: none"> BART 	\$0	\$1,500/pass-mile
BART Transit Village Parking	WOPAC	<ul style="list-style-type: none"> BART 	\$5,000 (community monitoring)	\$0
Diesel Truck Emissions, Traffic and Parking				
Truck Services at Oakland Army Base	West Oakland Toxics Reduction Collaborative	<ul style="list-style-type: none"> City of Oakland Port of Oakland 	\$20 million (land costs only)	\$0
Truck Route Enforcement and Education	West Oakland Toxics Reduction Collaborative	<ul style="list-style-type: none"> City of Oakland Port of Oakland 	\$0	\$200,000-300,000/year
Diesel Truck Replacement	West Oakland Toxics Reduction Collaborative	<ul style="list-style-type: none"> Port of Oakland BAAQMD Moyer Fund 	\$25,000 per truck	\$0
Pedestrian and Bicycle Facilities				
Pedestrian Improvements / Bikes Lanes: Mandela, 8th, Wood	City of Oakland	<ul style="list-style-type: none"> Bay Trail (ABAG) Air District's Transportation Fund for Clean Air (TFCA) MTC's Transportation for Livable Communities Lifeline Transportation Program (Alameda County CMA and ACTIA) Transportation Development Act (TDA) ACTIA (Measure B) Regional Bicycle/Pedestrian Program (MTC) Local Bicycle/Pedestrian Program (ACCMA) 	\$1.4 million	\$0

Project	Implementation Lead	Potential Funding Sources	Capital Cost	O&M Cost (operations & maintenance)
7th Street Streetscape Project Phase I	City of Oakland	<ul style="list-style-type: none"> ▪ MTC's Transportation for Livable Communities ▪ Safe Routes to Transit ▪ Air District's Transportation Fund for Clean Air (TFCA) ▪ TDA ▪ ACTIA (Measure B) ▪ Regional Bicycle/ Pedestrian Program (MTC) ▪ Local Bicycle/ Pedestrian Program (ACCMA) ▪ Lifeline Transportation Program (ACCMA and ACTIA) 	\$1.3 million	\$0
Bike Lanes: Market Street	City of Oakland	<ul style="list-style-type: none"> ▪ ACTIA 	\$400,000	\$0
Bike Racks	WOPAC	<ul style="list-style-type: none"> ▪ TDA via Oakland's CityRacks program ▪ BAAQMD's TFCA program 	\$150/rack	\$0
Cycles of Change	Cycles for Change ACTIA	<ul style="list-style-type: none"> ▪ Alameda County Transportation Improvement Authority (ACTIA) ▪ Lifeline Transportation Program (ACCMA and ACTIA) 	\$0	\$90,000 for two years
Other Tier One Projects				
Medical Service Access (Taxi Return)	TBD	<ul style="list-style-type: none"> ▪ Lifeline Transportation Program (ACCMA and ACTIA) ▪ ACTIA Paratransit Gap funding 	\$0	\$50,000/year
Comprehensive Transportation/Land Use Plan	WOPAC	<ul style="list-style-type: none"> ▪ Caltrans Environmental Justice grants ▪ MTC Transportation for Livable Communities (TLC) Planning Grant 	\$150,000	\$0
Project Implementation Assistance	WOPAC	<ul style="list-style-type: none"> ▪ Lifeline Transportation Program (ACCMA and ACTIA) ▪ Alameda County Congestion Management Agency (ACCMA) 	\$0	\$10,000-\$15,000 (6 months)
TIER TWO Projects (funding 2009 and beyond)				
Transit Affordability				

Project	Implementation Lead	Potential Funding Sources	Capital Cost	O&M Cost (operations & maintenance)
Youth Transit Subsidies	TBD	Lifeline Transportation Program (ACCMA and ACTIA) AC Transit	\$0	TBD after specific project is designed. (\$75,000-\$100,000/year)
Pedestrian and Bicycle Facilities				
7th Street Streetscape Project Phase II	City of Oakland	<ul style="list-style-type: none"> MTC's Transportation for Livable Communities Safe Routes to Transit Air District's Transportation Fund for Clean Air (TFCA) 	\$5-6 million	\$0
Bike Lanes: Grand Avenue and 14th Street	City of Oakland	<ul style="list-style-type: none"> ACTIA Regional Bicycle/Pedestrian Program (MTC) Local Bicycle/Pedestrian Program (ACCMA) Lifeline Transportation Program (ACCMA and ACTIA) Air District's Transportation Fund for Clean Air (TFCA) 	Grand: \$200,000-\$250,000 14th: \$500,000-\$800,000	\$0
Traffic Calming: Peralta Street	City of Oakland	<ul style="list-style-type: none"> City of Oakland 	\$100,000 (design only)	\$0
Other Tier Two Projects				
Street Pavement Improvements	City of Oakland	<ul style="list-style-type: none"> City of Oakland 	N/A	\$0
Subsidized Car Sharing	TBD	<ul style="list-style-type: none"> Lifeline Transportation Program (ACCMA and ACTIA) BAAQMD's Transportation Fund for Clean Air 	\$0	\$110,000/year
Youth Library Shuttle	Oakland Public Library	<ul style="list-style-type: none"> Lifeline Transportation (ACCMA, ACTIA) 		\$50,000-60,000/year
TIER THREE Projects (no known funding)				
BART Underground	WOPAC	<ul style="list-style-type: none"> BART Regional Rail funding 	\$200-350 million/mile	\$0
Bikeway: Middle Harbor Shoreline Park	Port of Oakland	<ul style="list-style-type: none"> Port of Oakland Lifeline Transportation Program (ACCMA and ACTIA) BAAQMD's Transportation Fund for Clean Air (TFCA) Regional Bicycle/Pedestrian Program (MTC) Local Bicycle/Pedestrian Program (ACCMA) 	TBD: Part of multi-million roadway project that has not been designed	\$0

Report Organization

The project required the MIG team to produce sections of the plan throughout the process. The full plan is an edited compilation of those deliverables. The complete West Oakland Community Based Transportation plan is available at http://www.accma.ca.gov/pages/trans_plan.shtml.

- **Section 1:** Executive Summary (developed at the conclusion of the planning process)
- **Section 2:** Planning Process
- **Section 3:** Transportation Environment
- **Section 4:** Outreach Strategies
- **Section 5:** Gaps and Solutions
- **Section 6:** Implementation Strategy